

## RAILWAY INTERESTS.

COMPLETING THE PINE CREEK ROUTE. Officers of the Philadelphia and P. and N. of the New-York Central Railroad Company, read very in Buffalo last week arranging for the terminal facilities the Reading Company for handling the coal traffic of a new Pine Creek line. It is understood that their suit was satisfactory. It is probable that land will be leased by the New-York Central to the Reading, on which the latter company, when the arrangement is completed, will erect coal trestles and other necessary works. This line is expected to begin very soon.

opened in April. The route from Williamsport, which reached by the Reading over its leased line, the Falltown, will, over the Pine Creek rail to a junction at Ashtab, Penn., with the Corning, C. & L. and the Buffalo road, over that road to Corning, N. Y., thence to Geneva over the Syracuse, Geneva and Corning road, from Geneva to Lyons over the Corning, C. & L. road, from Lyons westward over the New-York Central, the New-York Central controls the Geneva and Lyons roads. It also controls the Syracuse and Corning road, but leases it to the Fallbrook Coal Company. The president of the coal company is General Macle, the contractor for the Vanderbilt building, proposed line from Harrisburg to Pittsburg, Penn. The Corning, C. & L. road and Ashtab, Falltown is controlled by the Fallbrook Coal Company.

SEVERAL ROADS TO UNITE.

Special meetings of the stockholders of the Lehigh and Salamanca and the Buffalo, New-York and Philadelphia Railroad Companies were held at the office of J. & W. Seligman & Co. yesterday. It was agreed by unanimous vote that the two companies should be adjusted to the plan previously approved by the directors. Similar meetings of the stockholders of the Buffalo, Pittsburgh and Western and the Buffalo and Philadelphia Railroad Companies were to be held in Philadelphia, but they were adjourned because of pressure from one of the foreign stockholders who had not arrived. Meetings will be held as soon as these papers arrive. In the union of the several roads there are four, the Buffalo, New-York and Philadelphia is said to be the basis of a few days only. It is understood that the question of the merger will be held on 22, 23 and 24 of the new road to Buffalo, New-York and Philadelphia and the exchange of its stock at par for the stocks of the other roads.

NO INCREASE OF CAPITAL STOCK.

It was reported in Wall Street yesterday at the Chicago and Northwestern Railway Company about to increase its capital stock and to offer the same to its stockholders at par. M. L. Sykes, first vice-president of the company, said: "It may be a good idea or a very bad one, but I can say positively that we have no intention of increasing them down here."

**THE NEW-JERSEY CENTRAL.**  
FROM THE REGULAR COLUMN OF THE TRIBUNE.]  
TRENTON, N. J., Feb. 5.—R. B. Little, of the Central Railroad Company of New Jersey, said to-day that he hoped at an early date to request the Chancellor of New Jersey to release the company from the receivership. There are few railroad companies, he said, that have not a larger footing debt than the Central, and but for the requirements of the law which make it necessary for a company to be free from this class of debt before the receivership is dissolved, the company would amount to nothing at any time. There is a sum of about \$500,000 standing against the company which must be paid off. The company has assets beyond its business debts to equal this amount, under proper management, and which can be realized and transferred at will.

to be practically identical, or the Lehigh Valley company are really to use the road, it can do out of its present condition in their advantage. The receiver, however, as the new Lehigh Valley central, the receiver claims, has the only available way front on either shore capable of accommodating a fast West coast business, and it is a bridge over the great water to any Western line.

SMUGGLING CARS INTO CANADA.

OTTAWA, Feb. 5.—The proprietors of the Ontario Car Works, at London, Ont., are said to have made representations to the Government that railway cars are being systematically smuggled into Canada from the United States. It is alleged that large numbers of cars are brought across the line loaded and never returned, and in due time the letters indicating ownership of such cars are effaced. The cars are sold at American ports at the value of \$150,000 and are sent on their way into the Dominion in this manner, and now in use on the various Canadian roads.

**GENERAL INTELLIGENCE.**

**CAMDEN, N. J., Feb. 5.**—The Chancellor has ordered a decision making perpetual the injunction restraining the stockholders of the Camden and Atlantic Railroad from postponing their annual meeting from February 22 to a later date. The injunction was obtained on the application of William L. Adams, a stockholder of the Pennsylvania Railroad.

**PROVIDENCE, R. I., Feb. 5.**—The annual meeting of the stockholders of the Providence and Worcester Railroad was held here this morning. The following Directors were elected: George A. Lott, George W. Spencer, W. B. R. Soudier, I. Lewis, R. C. East, Louis M. Webb, R. B. Lippard, Ames D. Lockwood, Frederick Grinnell, Joseph E. Davis, Oscar J. Lintburn, David K. Pullis, John C. Lash, Jonas G. Clark, Benjamin F. Taunton and James E. Wallis.

**PHILADELPHIA, Feb. 5.**—The annual meeting of the stockholders of the Bridgewater and Delaware Railroad Company, one of the lines controlled by the Pennsylvania Railroad Company, was held to-day and the fol-

officers were elected: Directors—Strickland  
 Jones, H. H. Henson, Henry D. Wells, Edna and Smith,  
 John F. Withers, C. D. Morris, John C. Lewis, Perrine,  
 and J. E. Ely; Trustees—Hartley; President, Strickland  
 Jones; Secretary and Treasurer, Huzar B. Ely.

CITY OF MEXICO, Feb. 5.—The section of the National  
 Railroad from Toluca to Maravato will be opened to-  
 morrow.

CLEVELAND, Feb. 5.—United States Marshal God-  
 den to-day sold the Cleveland, Tuscarawas Valley and  
 Bowling Railway, by order of the Court. The road and  
 personal property were bid in for \$3,252,500 by Mr.  
 Perkins, the trustee, who paid the amount in bonds of  
 the road.

SALEM, N. C., Feb. 5.—The Legislative Committee  
 agreed to report favorably the bill creating three  
 Circuit Commissioners for North Carolina.

**FATAL RAILROAD ACCIDENT.**

**TWO TRAINMEN LOST IN A WRECK.**

**THE PATRIARCHS DANCING.**

about the masses of green foliage that overhung the  
porch, and a floral umbrella hung from the central chan-  
nel. Supper and refreshments were served as usual,  
at 1:15 a. m. Wilma A. Parsons, dancing with Mrs. W.  
Vanderbilt, led the cotillon, which included about  
twenty-five couples, and who danced until 3 a. m.  
Among those present, aside from the guests at the  
winter dinner, were Mr. and Mrs. S. V. R. Cruser, Mr.  
Mrs. Philip Schuyler, Miss Langdon, Mr. S. S.  
Howard, Mr. and Mrs. C. Vanderbilt, Allan T. Rice,  
A. Hayward Cutting, William Cutting, Mr.  
Mrs. Bayard Cutting, J. F. D. Lucier, Miss  
Hunt, Creighton Webb, Louis Webb, the Misses Web-  
ber, Emmet, Cassimir de Kham, Mr. and Mrs. George  
Bell, Egerton Winthrop, Mr. and Mrs. James S. Reed,  
as Ella Strong, George Waterhouse, the Misses  
and their spouse, James R. Townsend, Mrs. Maturin Living-  
ston, Mr. R. Livingston, Robert E. Livingston, Mr. and  
Mrs. W. Livingston, Mr. and Mrs. Greville Kane, Mrs. De  
Witt, Mr. and Mrs. J. W. DeWitt, Mr. and Mrs. J. W.

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